

The MODEL RAILROADER

Vol. 3, No. 2

January, 1964

Two Dollars

Highball!

WITH some gusto and a great deal of imagination we present the first issue of *The Model Railroader*. We will try to make this magazine so pretty, so full, that no one looking at it

A paper of this type must necessarily be somewhat of a composite effort. Material for it must be drawn out of thin air by the imagination, minds of the reader's lights and ideas, which it must be furnished by the experiment of the thousands of men (yes, and even women) to whom model railroading is a genuine hobby. We are only hoping to make for the interchange of ideas. And that is what we intend to do to the best of our abilities.

Our circulation is limited by the extent of the hobby, and we cannot hope to attract a large or increasing business but we are useful railroad fans everywhere and we hope to attract our hobby. We know that there are enough model railroaders in this country to appreciate a magazine of this type devoted exclusively to their hobby, and we know that if the magazine is well edited and well printed they will support it to an extent which will at least enable it to make its costs. And as soon as it is supported by a greater extent we promise that instead of making a profit from it we will use the proceeds to increase the size of the magazine and the number of illustrations used.

The Milwaukee Commercial Press, an organization having years of experience in the publishing of church and school papers and community newspapers will serve its organization in the editorial and technical fields. Facts about model railroading, contributed by wherever you, will be worked up into readable articles by this staff. Photographs will be made into sets and printed by the best of modern processes, and a commercial artist will do what you and his work is necessary for equipment sketches and to find artists who to the magazine.

The Model Railroad Club of Milwaukee has helped with ideas and material and encouragement. We hope that other clubs and individuals elsewhere will also help this publication to help their fellows. All we can do is to present our promise: "That every dollar taken in as subscription or advertising revenue, and every article or idea contributed, will be given back to the staff in full in a magazine well edited, well printed, and economically and generously managed."

S. C. Rasmussen, Publisher

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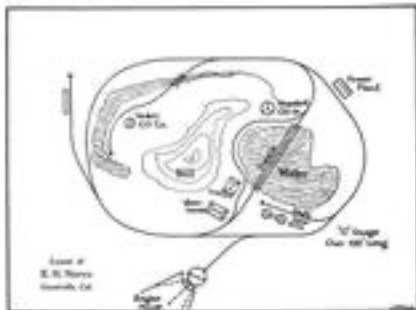
Two scenes upon the model railroad of E. H. Nervo, Greenville, Calif. Overhead trolley distribution is used.

E. H. Nervo's Outdoor Railroad

Two Toy Locomotives Used with Overhead Trolley; His Freight Sidings and Engine House; Trestle Carries Line Over Water.

THE FIRST attempt at E. H. Nervo, Route A, Box 40, Greenville, Cal., at model railroading was the building of seven wooden cars and an engine. Later he constructed 90 feet of $\frac{1}{2}$ " gauge track outdoors. Mechanical power was used at first and then a change was made to steam.

Electricity is now used on Mr. Nervo's system, being fed to the locomotives through an overhead trolley. Two toy locomotives are used on this road. Permanent structures on the line include an engine house and three oil plants, the tracks across a lake on a trestle and three industrial sidings serving all plants.



Pennsy's New Electric Types

THE electric locomotives built for the recently chartered line of the Pennsylvania is the first effort—undoubtedly the first in the world—of electric types. These "big" cars to be used on the Pennsy's western route from Phila., Pa., to New York, and on Washington route from Washington, D.C., to New York, 11,000 volts A.C. is used with an overhead trolley system. These locomotives are designed for a maximum running speed of 70 miles per hour, allowing for an interval in average running speeds.

The O-1 and P-1 passenger types present a simple body construction for the model, rather in design, as well as most right shoulder and a large body which can contain ample room and control equipment. While comparatively short, both models have beautiful lines.

Operating characteristics of the Atlantic and Pacific street type is set in the Pennsy were duplicated as far as possible in designing the O-1 and P-1 respectively, so that the changeover should be easily interchangeable with street or through runs. Both have four wheels and trailer trucks. The O-1 has two pairs of drivers and the P-1 three pairs, in the original, two 60 H.P. motors drive each axle. A two motor motor gear drive can easily be built for either as a model.

Drawings on the next page give the principal dimensions for both the O-1 and P-1, the measurements being given for O gauge, with 1 1/2 inch gauge 1/2 inch axle, to permit

The photograph of a P-1 in the preceding page gives a good idea of the appearance of either type, the only noticeable difference being in length and number of driving axles.

The body can be entirely constructed of sheet metal, of the sort type as that it can be lifted off by removing only two or four screws. Frames can be two pieces of flat bars, round, drilled, and flat in shape. Driving levers can be flat from round bars, and fitted to the frame ends.

Spring suspension is shown in the drawings and should be applied to 1/2 inch axle, in O gauge it is not necessary, although of course desirable, especially if the track is rough, or if there are many switches and crossings. A wire hanger and quite satisfactory model can

be built with dummy springs and equivalent weight with the wheels of the frame.

Supports of the motor will depend upon their size, and upon whether one or two are used. With two motors, one can be placed in each end, with a loose gear drive to the second driving axle. The motor can then be supported upon two loose gears, the gearing at the axle turning the shaft joint and thus allowing the necessary flexibility so that the driving axle can move up and down with the irregularities of the track. If motor of outside size are obtainable, the motor can be mounted directly over the driving axle with the armature shaft vertical and motor gear drive. When the length of the motor prevents the flexibility, with motor axle side axle motor a gear set of between 10 and 20 to 1 is recommended for passenger service, and a higher ratio for freight service. Almost any power desired can then be obtained, for the body is of sufficient size to allow ballasting with lead to obtain the necessary adhesion.

Driving wheel and motor assemblies from toy trains can be readily adapted for the O-1 model, the wheels being of very close to the right diameter and motor for axle adjustment. These using axle track will find it necessary to turn down the flanges of the locomotive drivers to allow them to run satisfactorily through switch point rails and frogs. On standard gauge drivers the gear gears just inside the flanges are usually slightly lower than the wheel rim diameter, and repairing will help, especially if this can be done so as to both eliminate the excessive gear and to raise the rim.

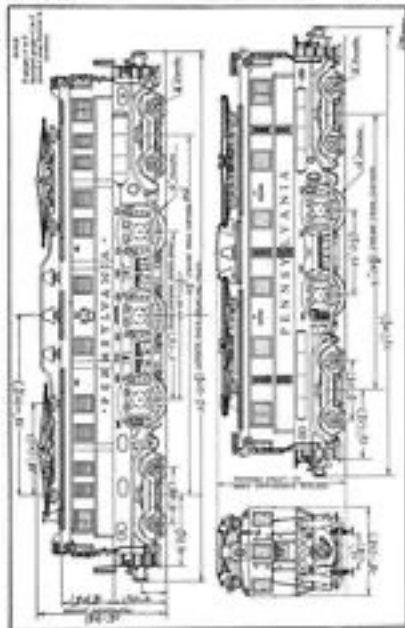
The screw pin, ball and nut quarter, screw turn used in most automobile lining makes an excellent start for a motor for use of these locomotives, but can usually be obtained more readily at places selling model road cars parts. Field pieces can be made from any soft iron, and with the low current used in model locomotives, the solid type of field will do as well as the more difficult laminated type. The drawings show two arrangements, but one can be a dummy.

Several O-1 models are now being built, and we hope to give some of the results obtained in a later issue of THE MODEL RAILROADER.





Pennsylvania Type 7-6





Left: The R-4 freight, and right: a train stopped at the simulated passenger station of the Pennsylvania Model Railroad at Upper Merion, Pa.

The 'Pennsylvania Model Railroad'

Layout of Harry Albrecht Employs Two Rail Distributions of Currents; Has Lifelike Scale Figures of Men.

BOOKED in February, 1966, the Pennsylvania Model Railroad of Harry P. Albrecht, 168 Copley Road, Upper Merion, Pa., has grown steadily until it now encompasses the extensive track layout shown in the diagram on the next page. Several additions are also planned, the chief of which is the "cut-off" shown as a dotted line leading through the station track yards.

The railroad is based on Mr. Albrecht's plan, and is 11 groups, with a two rail distribution system. The six track passenger station is built with a single large train shed similar to that of the old Broad Street station at Philadelphia. Besides the passenger terminal there is a very complete engine terminal, a coach yard of seven tracks, a locomotive servicing shop and provision for four tracks for a future freight yard.

A Pacific type passenger locomotive, Pennsylvania type K-4, was started in 1959 and completed about a year later. After a very careful study of the road and "traffic conditions" the "company" decided to build a RR line that it is to handle the freight traffic. This is now about three-quarters finished, and will be coming in the near future.

Building work at present consists of one T-10 locomotive, one P-10 engine, and a Pullman car. The first coach built, No. 301, was constructed with sides of silver paint, using a window flange and roof. These platforms, and seats and underframe fittings of steel and

tin. No. 100, the second car built, is of the same build except that it has sides of corrugated. Making the sides for these cars was all piece-work. The combination car was built to the same pattern. All these latest Pennsylvania road plans for the layout mentioned, and are built to exact quarter inch scale.

The R-4 locomotive has a large boiler, driving, ash, and frame. It has cylinders machined from a brass casting, and the, main, fly, and support were used for other details. Pennsylvania road locomotive No. 3011 was used as a prototype, and the model bears this number on the ash, and also on the locomotive number plate on the boiler front. The tender is built of sheet brass, shaped and bent to the same as the original. It even has a real coal pile.

Complete surveys of the site were made before any work was laid, and blue prints drawn up for the planned layout. The "golden rule" was driven, without compromise, on January 1, 1962.

Lifelike miniature figures, built to exact scale, represent drivers and engineers, track workers, and other railroad employees. A photo

of Mr. Albrecht's realistic track plan is to the left of this paragraph, and pictures of other locomotive shops with many exceptionally real shop men at work, will appear in a future issue.

Scene effects are furnished by painted railroad backgrounds, and include the illustration of the passenger



A track scene is easily seen by going to one of the Pennsylvania Model Railroad at Harry Albrecht. The scene is made to look as if it were from a scene in a movie.



Left: Steve copies off loading car design at West Station Station. Mr. Steen is shown working over engine, setting subassembly. Right: Douglas M., a 14-14 electric boy, pulling the "Flying Cloud," work model of the south engine at Grand St. Bridge, Belleville, N. J.

Outdoor Line Using 110 v. Overhead Trolley

Two Men, Four Electric Lamps, Five M. U.s. Operated by G. E. Brink of Belleville, N. J.

GILBERT E. BRINK, M.E., of 248 Cortland Street, Belleville, N. J., has developed a very complete outdoor model railroad which has been in operation for the past two and one-half years.

It is electrically operated, using a 110 volt A.C. power supply which is fed to the station power through an overhead trolley system. There are two above locomotives in full on the electric equipment. Photographs are employed to reflect hot current. Trackage consists of 500 feet of standard (2 1/4 inch) gauge track. The right of way passes a hill through an 4 foot tunnel and crosses a gully on a bridge 4 feet long. Color lamp signals are used, without train control.

Rolling stock on Mr. Brink's road consists of the following:

LOCOMOTIVES

- 1 steam locomotive (4-4-2) type
- 1 steam locomotive (4-4-2) type
- 1 diesel (4-4-2)

CARRIAGES

- 1 passenger car (4-4-2)
- 1 freight car
- 1 box car

STATION CAR

- 1 freight car of various types
- 1 car

Among the permanent structures are two engine houses, one building for locomotives, and the other of two engine capacity, two car houses and four water tanks. There are also eight stations of various construction on the system and five station houses for local use.

Model Railroad Directory

The publishers of *The Model Railroadist* are now planning the publication of a directory of all

the model railroad systems in America. In this Official Guide to Model Railroads in America will be listed all the model railroad systems of the country, with a detailed description of each road.

The name and location of each system will be listed, together with such operating details as power, type of propulsion, power, power distribution, number of feet of track and kind of track.

The Guide will be published annually about September 1, but since it will take a great deal of work to compile all the data required, we are asking all model railroaders who want their systems listed to return the required questionnaire form as soon as possible.

The following form was mailed by a recent member giving a short time ago and appeared in many daily newspapers:

Train Hurled from Precipice Oregon-Pacific Passenger Train Collides with Freight on Trestle

Trailing over the edge at full speed, the wreck passenger train of the Oregon-Pacific Railroad crashed head on with the freight train freight train on a trestle ten feet, the wreck train of Mr. West with a glowing detail of the wreck train the train hurled and killed from a short drop of feet feet to—

The Southern Star of Eugene, Oregon's train, the operating department of the Oregon-Pacific Railroad. The Oregon-Pacific Railroad is the nation's a model railroad club in Portland, Oregon. Trackage consists of over 100 feet of track winding tortuously along a ledge that extends around Mr. West's basement, and the rolling stock includes 10 cars. Red racks go to make up the system, along with a gauge of Mr. West against the wall and the Columbia river stretches a blue ribbon to give the line a water gauge in the west end of the basement.

Attaining Realism by Train Markers

The operation of a model railroad naturally desires to approach as closely as possible the standard practices observed by real railroads. One way in which we can do this is in the matter of train signals. There are a number of aspects and markers carried by trains, through the use of which a great deal of realism can be added to the model railroad.

First to consider are the signals carried on the engine. We are sure our model railroaders will find any trouble in getting these in use to make the trains look just that much more like the real article.

Every engine should have the headlight displayed at the front by night. It need be turned out when a train is out to meet another and has proper story of some track, or when it is standing to meet a train at the end of double track or at junction. The headlight must also be displayed again with the rear markers at the track to be that point have passed.

If the train is running in two or more sections, the engines of all but the last section will display two green flags by day, and two green flags and two green lights by night. These to be lowered at the order of the helper at the track, or on the top train engines of fully with electric locomotives or diesel units.

When the train is an extra, that is, not scheduled on the regular timetable, two white flags will be displayed on the front of the engine by day, and two white flags and two white lights by night. These white lights are often called "blacker lights" by railroad men. All engine markers are made with four lines, two of the same color adjacent, so that they display the required color to the side and to the rear.

Flags and lights are also carried at the rear of trains or markers. By day the marker lamps are not lighted, and two green flags are used as markers. By night two lamps are used as markers, these being built with three green lenses and one red. When running with method of traffic (all to be displayed) in the rear and green to the front and sides. When standing or a siding about to be passed by another train the markers should show green in the front, side and rear. When running against the current of traffic or in multiple track, train used in other direction, the markers should show green in front and sides, and green in the rear on the right side and red in the rear on the other side. Passenger or freight cars being pulled by an

engine at night should display a white light at the front of the leading car.

Good model railroaders will not care to follow all of the above practices, but the carrying out of such as are possible will serve to add to the realism of any model line.

From its meeting the subscription, and other, money sent in cash. It is allowed, except when it goes with cash subscription, to be paid by check, or by a money order. One year subscription is printed and will acknowledge receipt.

The editors, the correspondence, or any other of model railroading, will be glad to answer all letters if stamped and addressed envelopes are enclosed for reply.

The pleasure of being the first subscriber to The Model Railroader goes to Harry H. Edwards of Upper Merion, Pa., whose subscription is announced on page 22.

CLASSIFIED BUYERS GUIDE

Business cards and advertisements are sold at 10¢ per line, or 1¢ each per line per word for the first 10 words.

If you don't see what you want listed here, write an ad which changed and additional words are sold and will tell you when you get it.

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COOKING LADS LINED

HAS ADDING MATHS

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SOUTH SEAS AREA CHAPTER

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